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Copy 9 of 9

5 March 1963

**MEMORANDUM FOR THE RECORD**

**SUBJECT : 1 March OXCART Suppliers' Meeting**

**REFERENCE: Memorandum for the Record, dated 4 March 1963,  
Subject: OXCART Status Summary ☐-2301-63)**

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1. In addition to paragraph 4, reference document, the following additional items or comments were raised or made at the 1 March suppliers' meetings:

a. Mr. C.L. Johnson:

(1) Mr. Johnson complained about PWA-523 fuel - JP-4 contamination tolerances. He stated that contamination limits being implemented are unreasonable and unnecessary on the basis of Lockheed tests.

COMMENT:

(a) PWA-523 - JP-4 contamination limits were established after much coordination with PW/AF/Shell. In order to settle this problem again, a meeting will be called the week of 18 March at AFIGO-8 with representation from Shell, Lockheed, P&W (Hartford and West Palm Beach), AF (Dayton), ☐ and Headquarters.

25X1A

(2) New oxygen consumption rates have been examined and action is being taken to increase the size of oxygen bottles in the A-12 to accommodate three refueling missions. Lockheed also is looking into nitrogen tank capacity requirements in conjunction with a three refueling mission.

(3) Though Lockheed adopted military specification guidelines for pedal distances, size and location in the cockpit, pilots have complained about cramped space. Lockheed is endeavoring to come up with a fix for this comfort problem.

25X1A

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25X1A

☐-2306-63

Page 2

(4) Lockheed is looking into cold weather problems relating to forward-base staging.

(5) In response to Dr. Scoville's question regarding tank sealant adequacy of #121 aircraft, Mr. Johnson replied that he sees no reason why the sealant should be up-dated now. He believes that patching hot spots probably will be necessary in the future instead of a complete resealing job.

(6) In regard to starter cart problems, Mr. Johnson's approach was to have P&W improve fuel control and ignition areas. He was loathe to modify his new cart specification which is based on a requirements agreement made with P&W in 1962. P&W feels that a few modifications to the new cart is a better way to solve the problem, which arose on the basis of the present day facts of life situation regarding engine starting requirements.

25X1A

b. Memoranda. ☐

25X1A

(1) When asked about thrust and specific fuel consumption improvements in the J-58 engine beyond the Phase III (Table III) package, ☐ replied that it was too early to outline additional promising areas for improvements.

25X1A

(2) When performance curves were displayed by P&W relating to Table III improvements, Mr. ☐ pointed out that the 90% thrust notation was not realistic inasmuch as the operational mission would be made largely at 100% full thrust and specific fuel consumption curve estimates should take into consideration the actual mission profile situation.

c. Agency Instructor Pilot:

(1) He stated that the full pressure suit is bad at best, since it is uncomfortable in the standing-up position. He admitted, however, that after getting into the cockpit and on with a flight this feeling disappears.

25X1A

☐-2306-63  
Page 3

2. Lockheed, P&W, and Minneapolis-Honeywell have been asked to send to Headquarters copies of charts used by them at the suppliers' meeting.

SIGNED

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Chief, Development Division  
(Special Activities)

John Parangosky:C/DD/OSA:huj (5 March 1963)

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